

WINE AND SPIRIT MERCHANT.  
**CHAZALON & CO.**  
MAKERS AND FRENCH PRESERVES IMPORTERS  
QUEEN'S ROAD.

# The China Mail.

ESTABLISHED 1845

St. GEORGE'S BUILDING  
**DISS BROS.**  
Tailors.

No. 13,543

號一卅月八年六零百九千一英

HONGKONG, FRIDAY, AUGUST 31, 1906.

日二十月七年午戊

PRICE, \$3.00 Per Month.

## GERMAN BEER.

Large Stock on Hand of  
**AUGUSTINER BRAU**  
AND THE CELEBRATED  
**KULMBACHER BEER.**  
Per Case of 6 doz. pils. \$18.00  
Per Case of 4 doz. qts. \$18.00  
**MAGEWEN, FRICKEL & CO.**  
1915 3, DUNDRELL STREET.

## Intimations.

**WHO'S WHO**  
OF THE  
**FAR EAST**

ONLY BOOK OF REFERENCE

**PROMINENT MEN OF**  
**THE FAR EAST**

Price \$10.

FORWARDED TO ANY ADDRESS

Obtainable from the Publishers

**QUEEN'S ROAD CENTRAL.**

**Hongkong.**

**Hongkong, July 10, 1906.**

**ORGAN RECITAL**

IN

**ST. JOHN'S CATHEDRAL.**

ON

**TUESDAY, SEPTEMBER 4th, at 5.30 P.M.**

**BRITISH COMPOSERS.**

PROGRAMME:

Overture in C minor.....Holmes.

Excerpt.....(Dress of Grief).....E. Carr.

Choral Song and Fugue.....S.S. Wesley.

And Four Vocal Items amongst other pieces.

Soloist: Mrs T. L. PERKINS.

Collection in aid of the 'Organ Repairs Fund.'

Hongkong, August 30, 1906. 1708

**NOTICE.**

**PERMANENT PIER, No. 3, off Con-**

**naught Road, and Sutherland Street,**

**Victoria, Hongkong, will be OFFERED**

**FOR SALE BY PUBLIC AUCTION at an**

**early date by order of the Mortgagee,**

**unless first sold by private contract or**

**redeemed.**

Further particulars and date of sale will

be notified later. In the meantime inquiries

as to the property may be made to the

Undersigned.

**H. K. HOLMES,**

**Solicitor for the Mortgagee,**

**54, Queen's Road, Hongkong.**

**29th August, 1906. 1703**

**U.S. ENGINEER OFFICE.** For

**Sanitary, Manila, P.I., August**

**23, 1906. Sealed proposals for about 30,000**

## Business Notices.

**W. S. BAILEY & CO.**  
ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

**HONGKONG, CANTON, MACAO**  
**AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

**Hongkong-Canton Line.**

s.s. HONAM, 2,363 tons, Captain H. D. Jones.

s.s. FOWAN, 3,338 tons, Captain W. A. Valentine.

s.s. PATSHAN, 2,260 tons, Captain R. D. Thomas.

s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.

s.s. KINSHAN, 1,995 tons, Captain J. J. Lousius.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 9.30 p.m. and 5.30 p.m. (Sunday Excepted).

The Steamer, carrying His Majesty's Mail, are the largest and fastest on the line.

Passengers are drawn to their Superior Saloon and Cabin accommodation.

**Hongkong-Macao Line.**

s.s. HEUNGSHAN, 1,098 tons, Captain G. F. Morrison, R.N.R.

Departures from Hongkong to Macao on week days at 2 p.m., except when otherwise notified by Express. Sunday Special Freights, leaving Hongkong at 9.30 a.m.

and a Second Departure about 7 p.m.

During the Summer Months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.

Departures from Macao to Hongkong on week days at 9 a.m. On Saturdays a special service from Macao to Hongkong about 9 p.m. (See Special Express).

**Canton-Macao Line.**

s.s. LONGSHAN, 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

**Joint Service of the H.K., C. and MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.**

**Canton-Wuchow Line.**

s.s. SAINAM, 688 tons, Captain J. Wilcox.

s.s. NANNING, 569 tons, Captain O. Bouchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**

**Hotel Mansions, (First Floor), opposite the Hongkong Hotel.**

**Or of BUTTERFIELD & SWIRE.**

**Agents, CHINA NAVIGATION CO., LTD.**

**N. LAZARUS**

**OPTICIAN.**

**No. 5, PEDDER STREET**

**(Under Hongkong Hotel).**

**1227 HOTEL.**

**SIGHT TESTED FREE.**

**LENSES GRIND.**

**REPAIRS A SPECIALITY.**

**REMINGTON**

**TYPEWRITERS**

**WITH ALL REQUISITES.**

**SIEMSEN & CO.,**

**SOLE AGENTS.**

**Hongkong, March 2, 1906. 445**

**WANTED A FLAT.**

**WANTED ON Oct. 1, FOUR-ROOMED FLAT.**

Apply stating terms, etc., to

**'P. L. F.'**

Care of 'CHINA MAIL' Office.

Hongkong, August 27, 1906. 1693

**GREEN ISLAND CEMENT CO., LTD.**

**NOTICE.**

IN accordance with Article XVI Section 7 of the ARTICLES OF ASSOCIATION the General Managers have this day declared an INTERIM DIVIDEND for the half-year ending 30th June 1906, of SEVENTY-FIVE CENTS per Share payable to all Shareholders whose names were on the register on that date.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after FRIDAY, the 3rd August.

**SHEWAN, TOMES & CO.,**

**General Managers.**

**Hongkong, August 1, 1906. 1547**

**AH HUNG KEE**

**COAL MERCHANT.**

(Formerly of Tung Man Lane)

**NOW REMOVED TO**

**No. 31, GILMAN STREET,**

**Near Praya Central.**

**ALWAYS has in Stock Various kinds of BEST COAL at MODERATE PRICES.**

**BEST COAL FOR HOUSEHOLD USE.**

Delivered free to residences at \$10.00

Peak District.....

Delivered free to residences between

Kennedy Road and Peak District..... 14.00

Delivered free to residences not

above Kennedy Road..... 13.00

Orders will receive prompt attention.

**Hongkong, August 20, 1906. 1655**

**TAILORS.**

**R. HOUGHTON,**

**AVAIL, MILITARY AND CIVIL**

**TAILOR.**

**16, QUEEN'S ROAD CENTRAL.**

**Hongkong, June 8, 1906. 1190**

**GARMICHAEL AND**

**CLARKE.**

**CONSULTING ENGINEERS AND**

**SHIPBUILDERS.**

**SURVEYORS AND CONTRACTORS.**

**REPAIRS PROMPTLY ATTENDED TO.**

**TELEGRAMS: 'GARMICHAEL,' Hongkong.**

**A. B. C. Code, 4th Edition**

**A. 1 Code.**

**Lieber's Standard Code.**

**TELEPHONE, 232. 56**

**CAMPBELL, MOORE & CO.,**

**LIMITED.**

**JUST RECEIVED NEW**

**POWDER,**

**PERFUMERIES, SOAPS,**

**HAIR FRAMES,**

**HAIR PINS,**

**&c., &c., &c.**

**THE UNDERIGNED, having been**

**appointed GENERAL AGENTS of**

**the above Company for Hongkong and**

**China, are prepared to accept LIFE and**

**ANNUITY INSURANCES, as well as to**

**issue ACCIDENT POLICIES at the most**

**liberal terms ever offered in the**

**at**

**SIEMSEN & CO.**

**Hongkong, March 2, 1906. 450**

**Business Notices.**

**BELL'S ASBESTOS EASTERN AGENCY, LIMITED**

**(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.)**

**BELL'S ASBESTOS**

**THE MOST RELIABLE PACKING**

**FOR MARINE ENGINES.**

**BEWARE OF IMITATIONS. SOLE MANUFACTURERS:**

**BELL'S ASBESTOS CO., LTD., LONDON.**

**LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.**  
**OFFICE:—6, DES VŒUX ROAD.**

**LANE, CRAWFORD & Co.**

**SOLE AGENTS**

**FOR**

**MACKIE'S**

**WHITE HORSE**

**WHISKY.**

**Price: \$14 PER DOZEN.**

**LANE, CRAWFORD & Co.**

**BELLE VIEW HOTEL**

**(LATE METROPOLE HOTEL)**

**SHAHEWAN ROAD.**

**OPENING ON SEPTEMBER 1st, 1906.**

**ON STRICTLY FIRST-CLASS LINES.**

**UNDER EXPERIENCED EUROPEAN MANAGEMENT.**

**DELIGHTFUL SITUATION. WATER FRONTAGE,**

**GIVING FULL VIEW OF BAY.**

**MEALS, A LA CARTE, AT ALL HOURS.**

**PICNICS AND OTHER PARTIES CATERED FOR,**

**ON THE SHORTEST NOTICE.**

**BILLIARDS, BOWLS AND OTHER PASTIMES.**

**TRAMS TO AND FROM AT FREQUENT INTERVALS.**

**THE PLACE TO SEND A PLEASANT EVENING.**

**ARRANGEMENTS FOR PARTIES MAY BE MADE WITH THE MANAGER**

**AT ANY TIME.**

**Hongkong, August 29, 1906. 1706**

**STAG HOTEL,**

**148, QUEEN'S ROAD CENTRAL.**

**FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.**

**WELL FURNISHED AND AIRY BEDROOMS.**

**Monthly Boarders accommodated on very Moderate Terms.**

**For Particulars, apply to**

**THE MANAGER.**

**1905**

**CHAMPAGNES**

**FROM**

**CHARLES HEIDSIECK.**

**PURVEYOR TO HIS MAJESTY KING EDWARD.**

**SIEMSEN & CO.,**

**SOLE AGENTS FOR CHINA AND JAPAN.**

**Hongkong, March 2, 1906. 450**

**CARLTON HOUSE HOTELS,**

**No. 8 and 10, Ice House Road.**

**EXCELLENT FURNISHED ROOMS.**

**COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.**

**FOR TERMS APPLY TO**

**THE MANAGER.**

**804**

**Business Notices.**

**GREEN ISLAND CEMENT CO., LD**

**PORTLAND CEMENT**

**In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.**

**In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory.**

**Shewan, Tomes & Co.,**

**GENERAL MANAGERS.**

**2604**

**Business Notices.**

**GREEN ISLAND CEMENT CO., LD**

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**In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.**

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**In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory**







reckless an experiment. The memories of the Dutch are memories of war. They are memories of independence which preceded the war. How can we ask them suddenly to change their sentiment? Can the political institution about to be given be made a substitute for the military or political, for the cannon which brought them honourably into the world in 1809?

"There is nothing to prevent the country quietly preparing for a new war. What animates them cannot be a deliberate preference for the new over the old state of things."

"I believe it will come in time. But you are asking the Dutch to do what you would not do if you were in their place."

The hour for the application of the clause approaching, Sir Henry Campbell-Bannerman, the Prime Minister, rose.

He angrily said he had never listened to a more unworthy, more mischievous, or a more provocative speech than that of Mr. Balfour.

The Prime Minister's statement was met with loud Opposition protests, with cries of "Shame!" and "Withdraw!" and with Ministerial counter-cries.

The vote was carried by 316 to 50.

#### Press Comments.

Comments of the newspapers on the new Constitution are guarded owing to the momentous issues involved in the Government's policy.

The Times expresses courage and determination for the British in the Transvaal, and that there are drawbacks to the granting of manhood suffrage.

The Daily Chronicle admits that there is a prospect of a very narrow majority, and admits that there are drawbacks to the granting of manhood suffrage.

The Daily News states that the Constitution is a compromise. Its best feature is the automatic expiry of the ordinance allowing Chinese labour.

#### Feeling in South Africa.

The Constitution granted to the Transvaal has been received at Johannesburg with a feeling of relief at the termination of the suspense.

Opinion in Cape Colony expresses fears that trouble will arise over the second Chamber in the Transvaal.

Members of Her Majesty's Government are satisfied with the Constitution except as regards the second Chamber, which Mr. Eagon condemns.

The Daily Telegraph states that the general verdict of the colonies and the City about the Transvaal Constitution may be summarized in the phrase often recurring yesterday: "It might have been worse."

The Times writes that on the whole the verdict in South Africa and in Great Britain seems to be that things might have been worse. This opinion simply throws into strong relief the wisdom of the line of action pursued during the last six months, a policy of interference and menace from which any avenue of escape would be welcome, however great the attendant risks.

The Johannesburg correspondent of the Times writes that the British party in the Transvaal is frankly disappointed.

At Bloemfontein opinion is divided regarding the postponement of a Constitution for the Orange River Colony.

The Bloemfontein Post states that the Imperial decision is a victory for common sense, and it is to be hoped that the Government will leave well alone.

#### In Great Britain.

The Morning Post states that a number of Unionists welcome the general outlines of the scheme of the Government, but say that if the action of the Boers is incompatible with loyalty to the Crown both British political parties will unite against them.

The Daily Mail says that the complete surrender by the Government of all the results of the South African war justified Dr. Smuts' prediction that the Boers would get from the Liberals all they fought for.

Sir West R. St. John says he is confident that the Boers will support the Constitution.

Mr. W. T. Stead says it is evident that the Boers, with the aid of British sympathizers, command a permanent majority in the Transvaal.

Lord Milner says that the Government has precipitately risked placing the whole of the executive power in the hands of men who are totally unfit to use it.

The Toronto Globe, in referring to the Transvaal Constitution, says there is no reason to fear that the Boers, after their spirited struggle in the Transvaal, will fail to appreciate the magnanimity with which the British are now treating them and they will be trustworthy friends of the Constitution.

The Nord Deutsche Zeitung writes that it is surprised at the reference of Mr. A. Lyttelton to the presence of German troops in South-west Africa, in view of frank and explicit statements in the Reichstag as to their employment.

Many Unionist members of the Chamber of Commerce urge the leaders of the Unionist party to rouse the nation, believing that the policy of the Government will drive the Boers to seek the assistance of the German Emperor for the establishment of a South African Federation owning allegiance to Germany.

The Montreal Gazette writes that the future of South Africa concerns Australia and Canada equally with Great Britain, and "it is not for such a reckless and unwise experiment as the latest Constitution that we gave so proudly the blood of our bravest."

#### Orange River Colony.

Ex President Steyn, in the course of an interview, stated that he had been watching the Liberal party, and lately he had been approaching a new era of good understanding between Great Britain and Africa.

This fair prospect was now overclouded. Nevertheless all would be well if Sir Henry Campbell-Bannerman was only awaiting the report of Sir West R. St. John's committee on the political conditions in the Orange River Colony before granting a Constitution.

Mr. Fischer, another prominent State officer of the late Orange Free State, said he hoped there would be no delay in granting a Constitution to the Orange River Colony, otherwise distrust in British faith would be never ended. It was idle to pretend that treaty engagements were not kept there would be that cheerful co-operation with the Imperial Government which a responsible Ministry now called to office would give.

One last (the leading Dutch newspaper) of Cape Colony says although the Constitution is an improvement on that of Lord Milner and Mr. A. Lyttelton, the former Secretary of State for the Colonies, yet it is in no way fulfils the reasonable expectation of the Boers. It is regrettable, the paper adds, that a degree of mistrust of the Boers is still rampant.

Mr. Winston Churchill announced in the House of Commons on August 2 that elections in the Transvaal would take place not later than January.

**CHAMPAGNE.**  
**VEUVE CLICQUOT PONSARDIN**  
RHEIMS.  
Maison fondée en 1783. WERLE et Cie., Succrs.  
**PURVEYOR TO HIS MAJESTY KING EDWARD**  
AND TO  
**HIS ROYAL HIGHNESS THE PRINCE OF WALES.**  
**CHINA EXPORT-IMPORT & BANK-CIE,**  
SOLE AGENTS FOR CHINA AND JAPAN.  
2, CONNAUGHT ROAD, HONGKONG.

The genuine mineral water of **VICHY** French state springs.  
BE CAREFUL TO NAME WHICH SPRING.  
**VICHY CELESTINS** Ent. Gravel, Diabetes, Bladder diseases.  
**VICHY GRANDE-GRILLE** Liver complaints.  
**VICHY HOPITAL** Stomach's diseases.  
**LOZENGES - SALTS - COMPRIMES VICHY-ÉTAT**

**THE DRINK of the HOMELAND.**  
Age and Quality Guaranteed.  
**ASK FOR WATSON'S No 10 DUNDEE WHISKY**  
Supreme among Scotch Whiskies.  
JAMES WATSON & Co. Ltd., DUNDEE.  
Supplied by WATKINS Ltd., Apothecaries Hall, HONG KONG.  
**And Known all the World round.**

**THERE IS NO DOUBT THAT**  
where Eno's 'Fruit Salt' has been taken in the earliest stages of a disease it has in innumerable instances prevented a serious illness. The effect of  
**ENO'S 'FRUIT SALT'**  
upon any disordered, sleepless, or feverish condition is simply marvellous and unsurpassed. In fact it  
**IS NATURE'S OWN REMEDY**  
CAUTION—Examine the capsule and see that it is marked ENO'S 'FRUIT SALT' otherwise you have the inferior form of BATTERY-IMITATION.  
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, E.C.4.  
Eng. by J. C. ENO'S Patent.  
Sold by Chemists and Stores everywhere.

**USE ONLY & USE ALWAYS**  
**ATKINSON'S** MOST REFRESHING.  
A LUXURIOUS PERFUME Far Superior to the German Kinds.  
IN HEALTH. **EAU DE COLOGNE**  
A NECESSARY RESTORATIVE IN SICKNESS.

**WELLINGTON KNIFE POLISH**  
**WELLINGTON SILVERSMITHS**  
**BLACK LEAD SOAP** FOR CLEANING PLATE.  
**POLYBRILLIANT METAL POMADE**  
NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES.  
JOHN OAKLEY & SONS, Ltd., "WELLINGTON" Mills, LONDON.

#### Notices to Consignees.

##### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

##### FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Namang* having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 9 o'clock a.m. the 29th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by **JARDINE, MATHESON & CO., General Managers.**

Hongkong, August 27, 1906. 1687

##### NOTICE TO CONSIGNEES.

##### 'GLEN' LINE OF STEAMERS.

##### FROM MIDDLESBROUGH AND LONDON.

THE Company's Steamship *Glenora*, having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 p.m. To-day.

Goods not cleared by the 2nd September, will be subject to rent.

No Fire Insurance will be effected. All Damaged Packages must be left in the Godowns, and a certificate of the Damage obtained from the Godown Co. within ten days after the ship's arrival.

No claims will be recognised if not presented within 14 days of the ship's arrival. **McGREGOR BROS. & COV.**  
Hongkong, August 27, 1906. 1688

##### IMPERIAL GERMAN MAIL LINE.

##### NORDDEUTSCHER LLOYD, BREMEN.

##### NOTICE TO CONSIGNEES.

THE Steamship *PRINZ WALDEMAR*, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, where delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd of September, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 3rd of September, at 9.30 a.m.

All Claims must reach us before the 8th September, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

##### NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, August 27, 1906. 1689

##### IMPERIAL GERMAN MAIL LINE.

##### NORDDEUTSCHER LLOYD, BREMEN.

##### NOTICE TO CONSIGNEES.

THE Steamship *PRINZ HEINRICH*, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, where delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 a.m. To-morrow.

No Claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 3rd of September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 3rd of September, at 9.30 a.m.

All Claims must reach us before the 8th September, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

##### NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, August 28, 1906. 1690

##### AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALLEN, 11 & 12, Clement Lane, Lombard Street, E.C.4.  
Sole & PLATT, 85 Gracechurch St., E.C.4.  
Sole & CO., Ltd., 30, Cornhill, E.C.4.  
Sole & CO., Ltd., 151, Old Broad Street, E.C.4.  
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Sole & CO., Ltd., 151, Old Broad Street, E.C.4.

#### His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
<i>Alcorty</i>	despatch-boat	1700	12	3000	Comdr. E. L. T. Loatham	Hongkong
<i>Astrak</i>	cruiser, 2nd class	4360	10	8000	Captain S. J. Vaughan Lee	Hongkong
<i>Bramble</i>	river gunboat	710	2	900	Lieut. Comdr. Davidson	Yangtze
<i>Argonaut</i>	cruiser, 1st class	13,445	2	900	Capt. E. H. Smith	On way home
<i>Britomart</i>	river gunboat	710	2	900	Lieut. Comdr. Bamber	Yangtze
<i>Cadmus</i>	ship	1070	6	1400	Comdr. Luard	Hongkong
<i>Cherub</i>	water tank and tug	390	—	390	—	Hongkong
<i>Clio</i>	ship	1070	6	1400	Comdr. H. D. Wilkin, D.S.O.	Hongkong
<i>Diadem</i>	cruiser, 1st class	11,000	10	6500	Capt. H. W. Savory, R.N.	Japan
<i>Fame</i>	torpedo boat destroyer	360	—	6700	Lieut. Comdr. Hughes	Japan
<i>Flora</i>	cruiser, 2nd class	4360	10	8000	Capt. Grant Dalton	Japan
<i>Hardy</i>	torpedo boat destroyer	360	—	6700	Lieut. Comdr. Cox	Japan
<i>Hart</i>	torpedo boat destroyer	360	—	6700	Lieut. Comdr. Henniker Heaton	Japan
<i>Janus</i>	cruiser, 1st class	9000	14	25,000	Capt. De Horsey	Japan
<i>Kest</i>	cruiser, 1st class	14,000	14	30,000	Capt. Cecil F. Thurstey, R.N.	Yangtze
<i>King Alfred</i>	river gunboat	616	4	1200	Lt. Comdr. E. V. R. Dugmore	Japan
<i>Kinsh</i>	cruiser, 1st class	9500	—	6000	Capt. A. J. Tuke	West River
<i>Monmouth</i>	river gunboat	350	—	6300	Lieut. Comdr. R. E. Vaughan	Japan
<i>Moorehead</i>	torpedo boat destroyer	360	—	6700	Lieut. Comdr. J. Kiddie	Hongkong
<i>Rambler</i>	surveying-boat	835	4	150	Comdr. C. F. Moore	West River
<i>Rajah</i>	river gunboat	85	2	240	Lt. Comdr. C. C. Walcott	Yangtze
<i>Sandwich</i>	river gunboat	85	2	240	Lt. Comdr. B. T. Atay	Hongkong
<i>Snake</i>	torpedo boat destroyer	360	—	6700	Reserve	Hongkong
<i>Taku</i>	receiving ship	140	—	300	Commodore Williams	Yangtze
<i>Tamar</i>	river gunboat	710	2	900	Lt. Comdr. E. Secretan	Hongkong
<i>Thistle</i>	river gunboat	360	—	6300	Lieut. Comdr. West	Yangtze
<i>Vango</i>	torpedo boat destroyer	360	—	6700	Lieut. Comdr. Stevenson	Swallow
<i>Waterwitch</i>	surveying ship	820	—	460	Comdr. N. W. Glanville	Japan
<i>Whiting</i>	torpedo boat destroyer	360	—	6700	Lieut. Comdr. G. E. L. Thomas	Upper Yangtze
<i>Widgeon</i>	river gunboat	100	2	600	Lt. Comdr. G. B. Spicer-Simon	Upper Yangtze
<i>Woodcock</i>	river gunboat	100	2	600	Lieut. Comdr. J. W. Wrightson	Upper Yangtze
<i>Woodlark</i>	river gunboat	100	2	600	Lieut. Comdr. J. W. Wrightson	Upper Yangtze

\* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

#### Foreign Men-of-war on the China and Japan Station.

Name.	Class and Description.	Tons.	Guns.	H.P.	Captain.	
Kaiser Franz Josef Pauther	Austro-Hungarian cruiser Austro-Hungarian cruiser	4300 1350	19 12	8000 6000	Capt. Ferdinand Bully Captain E. Koerber	Shanghai Yokohama
Achiron	French armoured gunboat	1736	10	1700	Lieut. Ferret	Haiphong
Adour	French receiving-ship	—	—	—	Lieut. Morle	Haiphong
Alouette	torpedo-boat	123	—	600	Commander Kerihuel	Cape St. James
Arcturion	French gunboat	845	10	1000	Lieut. Jeannel	Hongkong
Daedalus	French gunboat	845	10	1000	Lieut. Hae	Salgon
Desclartes	French cruiser	39-5	14	5500	Lieut. D'Esse	Shanghai
Dupetit-Thouars	French armoured cruiser	10,014	38	20,000	Comdr. Ames	Kiukiang
Eaton	French sub-marine	303	7	6300	Lieut. Corquelin	Salgon
Francisque	French destroyer	354	7	503	Lieut. Garreau	Yokohama
Fronde	French destroyer	9278	38	20,200	Lieut. Saint-Saine	Yokohama
Guineydon	French cruiser	9700	—	—	Captain Ridoz	Yokohama
Guichen	French gunboat	200	6	303	Lieut. Porter	Yokohama
Henri Riviere	French gunboat	307	7	300	Lieut. Corlour	Haiphong
Jacquin	French destroyer	1250	6	2200	Comdr. Sagot-Duvaux	Fochow
Javeline	French cruiser	9700	12	18,000	Commander Simon	Salgon
Kersaint	French sub-marine	307	6	500	Lieut. Ambruster	Salgon
Lynx	French cruiser	307	6	500	Capt. Martel	Yokohama
Montcalm	French destroyer	—	—	—	Lieut. du Chemin	Salgon
Mosquet	French gunboat	—	—	—	Capt. Grollier	Chungking
Orly	French gunboat	360	7	300	Lieut. Lavissiere	Tongku
Pistolet	French torpedo-boat	360	7	300	Lieut. de Helmach Werth	Baie d'Along
Portee	French sub-marine	—	—	—	Lieut. Glorieux	Salgon
Rapier	French torpedo boat	9437	8	6071	Lt. Vincent de Brichnac	Fochow
Redoutable	French battleship	—	—	—	Reserve	Salgon
Sabre	French destroyer	1736	10	1700	Lieut. Leblat	Fochow
Seyx	French gunboat	250	6	300	Capt. Dupries	Salgon
Takao	French gunboat	250	6	300	Capt. Terquem	Salgon
Takao	French destroyer	6160	23	4500	Lieut. Bragnon	Hongkong
Vauban	French battleship (reserve)	123	7	500	—	—
Vulcan	French gunboat	—	—	—	—	—
Finest Bismarck	German flagship	11,000	38	14,000	Captain Wilken	Japan
Hansa	German cruiser	4230	34	10,000	Capt. Manoeck	Singapore
Italia	German cruiser	1000	10	1300	Comdr. Baron von M. Hillen	Hongkong
Jaguar	German gunboat	900	10	1300	Comdr. Kloebe	Hongkong
Lucas	German gunboat	850	10	1344	Comdr. Harter	Hongkong
Mowe	German gunboat	1008	8	875	Comdr. Lubbert	Hongkong
S. 90	German gunboat	—	—	—	Capt. Lieut. Wing-Muller	Tientsin
Taken	German torpedo-boat	—	—	—	Capt. Lieut. Walter	Tientsin
Tiger	German torpedo-boat	940	10	1300	Comdr. Ahlken	Hongkong
—	German gunboat	170	5	1300	Capt. Lieut. Giebler	Canton
—	German gunboat	—	3	500	Capt. Lieut. von Bulow	Yangtze River
—	German gunboat	—	3	500	Capt. Lieut. Ferbot	Yangtze River
—	German gunboat	—	—	—	—	—
Calabria	Italian cruiser	3000	—	—	Capt. Maraboe	Salgon
Elba	Italian cruiser	2300	—	7471	Captain Bona Ricci	—
Marco Polo	Italian cruiser	3630	29	7000	Captain Presbitero	Shanghai
Puglia	Italian cruiser	2498	—	—	Capt. Pescecco	Shanghai
Adamastor	Portuguese cruiser	1950	14	4000	Captain d'Antas Ribeiro	Macao
Dia	Portuguese gunboat	750	—	—	Captain Coutinho	Macao
Albany	U. S. cruiser	3789	28	7500	Capt. Dyer	Cavita
Annapolis	U. S. gunboat	1000	12	1327	Capt. Rohrer	Shanghai
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Hongkong
Baldwin	U. S. cruiser	420	7	8000	Capt. Sargeant	Manu
Barry	U. S. torpedo-boat destroyer	218	10	600	Lieut. Irwin	Hongkong
Callao	U. S. gunboat	420	7	8000	Lieut. Dimasack	Hongkong
Chauncey	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. F. Jessop	Manila
Cincinnati	U. S. cruiser	3313	19	7500	Comdr. Hugo Osterhaus	Woonong
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Manila
Danster	U. S. gunboat	420	7	8000	Lt. Comdr. J. Hood	Shanghai
Helena	U. S. gunboat	1358	8	1988	Capt. F. E. Sanyas	Manila
Monadnock	U. S. monitor	4084	4	5344	Captain Mahan	Hongkong
Monterey	U. S. monitor	3437	20	7500	Comdr. J. B. Milhen	Cavita
New Orleans	U. S. cruiser	12,000	—	—	Commander G. B. Harbo	Manila
Ohio	U. S. battleship	201	3	250	Captain Logan	Manila
Pampanga	U. S. gunboat	201	3	250	Ensign J. E. Bass	Cavita
Panama	U. S. gunboat	4000	15	7500	Capt. Benate	Manila
Rainbow	U. S. cruiser	3313	19	7500	Capt. Cowles	Manila
Raleigh	U. S. cruiser	4068	27	6913	Capt. F. F. Fletcher	Manila
San Francisco	U. S. cruiser	1000	15	1118	Comdr. Marshall	Shanghai
Vicksburg	U. S. gunboat	347	3	500	Lieut. H. A. Wiley	Shanghai
Villalobos	U. S. gunboat	1357	8	1384	Commander A. W. Dodd	Canton
Wilmington	U. S. flag ship	12,000	38	12,000	Captain Drake	Manila



# DRINK - - -

## THE ONLY GENUINE

### 'TANSAN'

WHICH BEARS THE NAME OF  
J. CLIFFORD-WILKINSON.  
BEWARE OF SUTIOUS  
IMITATIONS  
which are unpalatable and sometimes  
dangerous.

Per Case of 48 Pints ..... \$3.50  
Per Dozen Pints ..... \$1.70  
Per Case of 100 Pints ..... \$8.50  
Per Dozen Pints ..... \$1.15

## TANSAN

### GINGER ALE

Exports Testify That  
**TANSAN** TAKES THE MOST  
WHOLESALE AND  
PALATABLE

## GINGER ALE

IN THE WORLD

Per Case of 48 Pints ..... \$7.75  
Per Dozen Pints ..... 1.95  
Per Case of 100 Pints ..... 8.50  
Per Dozen Pints ..... 1.80

SAMPLES ON APPLICATION  
SOLE AGENTS  
**H. PRICE & CO.,**  
Wine and Spirit Merchant,  
13, QUEEN'S ROAD CENTRAL.

## POWELL'S

ALEXANDRA  
BUILDINGS,

SMART

HOLLAND

SKIRTS

FROM

\$5.00 each.

LINEN

BELTS

White, Navy, Green, etc.

WILL WASH SPLENDIDLY.

\$1.00 each.

Wm. POWELL, Ltd.,

HONGKONG.

# The SAVOY,

LIMITED.

## Muslins,

## Longcloth

## Picot

## EMBROIDERIES

IN

## EDGINGS,

## INSERTIONS

and

## BEADINGS.

## THE SAVOY, Ltd.

QUEEN'S ROAD.

## THE OVERLAND

## 'CHINA MAIL'

The best paper for post-  
ing to your friends  
at home.

Ready in time for posting by  
the

## ENGLISH

AND

## FRENCH

## MAILS.

## CAMPHORINE

## DISINFECTING

## FLUID

## A PERFECT DISINFECTANT.

Distinguished Characteristics:—

## NON-POISONOUS

and

## FRAGRANT.

Unrivalled in Every

## Respect.

SOLE AGENTS:

## RUMJAHN & Co.,

2, FREDERICK STREET, HONGKONG.  
Hongkong, August 18, 1906. 1543

# PARIS TOILET CO

13, QUEEN'S ROAD CENTRAL  
(Under Comnaught House).

FIRST-CLASS

## LADIES' & GENTLEMEN'S

## HAIRDRESSING

## SALOONS.

MONTHLY SUBSCRIPTIONS TAKEN.

ALL KINDS OF

## HAIR WORK DONE.

## JUST RECEIVED

A FINE ASSORTMENT OF

## FANCY HAIR COMBS, etc.

Hongkong, August 8, 1906. 451



## A. S. WATSON

## & Co., Ltd.

ESTABLISHED A.D. 1841.

## WINE & SPIRIT MERCHANTS.

## RAINIER

## BEER - -

## SPARKLING

## INVIGORATING

## HEALTH-GIVING.

## During the Hot Damp

## Weather when Heavy

## Drinks are out of the

## Question one's thoughts

## naturally turn to

## 'RAINIER.'

Per Case of 4 doz. quarts \$16.50

Per Doz. quarts ... 4.20

Per Case of 6 doz. pints. 16.50

Per Doz. Pints. ... 2.75

## A. S. WATSON & CO.,

## LIMITED.

ALEXANDRA BUILDINGS

Hongkong, August 23, 1906.

# BIRTH.

At 7 Stewart Terrace, Peak, on 31st  
Aug., the wife of the Honourable Mr  
Edward Osborn, a Daughter.

# MEMOS. FOR TO-MORROW.

Meetings.

12.15 p.m.—Meeting of Hongkong Hotel  
Co., Ltd., at the Co.'s Hotel.

9 p.m.—Meeting of Zealand Lodge.

# Auction.

2.30 p.m.—Auction of Miscellaneous  
Furniture & Goods, at Mr F. Kiene's  
Sales Rooms.

# General Memoranda.

Sunday, September 2:—  
Goods per Austria undelivered after this  
date subject to rent.

Monday, September 3:—  
Goods per Germania not cleared on this  
date subject to rent.

Goods per Prinz Waldemar undelivered  
after this date subject to rent.

Goods per Prinz Heinrich undelivered  
after this date subject to rent.

Goods per Nippon Maru undelivered  
after this date subject to rent.

Tuesday, September 4:—  
5.30 p.m.—Organ Recital in St John's  
Cathedral.

# The China Mail.

HONGKONG, FRIDAY, AUGUST 31, 1906.

# FOREIGNERS NOT WANTED.

Nor long since, when it was suggested  
that the services of a Belgian engineer  
should be secured in connection with  
the construction of the Canton-Hankow  
railway, the anti-foreign Chinese  
immediately began to protest. It was  
they claimed, ridiculous to pay fore-  
igners when the Chinese could do the  
work equally well. The result of this  
opposition has not been seen yet, nor is  
it likely to be for some time judging by  
the extraordinary tangle the company  
which proposes to construct the line  
has got itself into by trying to com-  
mence operations without foreign  
assistance and advice. The "advanced"  
Chinese, as the reactionaries who object  
to the presence of foreigners in China  
are misnamed, have become suddenly  
aware of the gigantic strides that  
Japan has made, and, remarking that  
Japan employs her own people almost  
exclusively, decided that herein lay the  
secret of national greatness. They are  
too ignorant to take a retrospective  
glance back to the cause, their limited  
understandings can only see the effect.  
The Japanese could tell them, if they  
wished to gain the knowledge, that the  
greatness of Japan has been based upon  
the prodigious employment of foreigners  
when the country first decided to draw  
itself out of the slough of Orientalism.  
The Japanese could tell them that their  
military and commercial advancement  
has been due, almost solely, to the in-  
struction received from foreigners. The  
Japanese could also tell them that even  
to-day the Government employs many  
foreigners and proposes to continue em-  
ploying them. It may be of interest to  
the reactionary Chinese to know that at  
the present time, Japan is engaging a number  
of railway men in Australia at high  
salaries. This should teach them that  
the nation in whose footsteps they wish  
to tread still realises that the foreigner  
must of necessity know more about the  
services which the foreigner has intro-  
duced to the East than the Oriental can  
possibly know. Another point which  
should be marked by the leaders of the  
China for the Chinese party is that  
Japan, so far from endeavouring to keep  
foreign capital out of the country, is  
doing its utmost to encourage foreign  
capitalists to make investments in local  
concerns. The Government, the munici-  
palities and private corporations vie  
with each other in offering inducements  
for the investment of foreign capital.  
A little thought should show the  
Chinese that this is done, not out of  
any love for the foreigner nor desire for  
his welfare, but from a realisation that  
the development of the country depends  
upon a thorough exploitation of its  
resources, which cannot be done by the  
Japanese alone. These facts should be  
borne in mind by the Chinese who are  
responsible for the existing wave of  
anti-foreign feeling which is sweeping  
over the country and they should re-  
cognise that the best way to secure  
China for the Chinese is for the Chinese

to take the fullest advantage of foreign  
assistance for another two or three  
decades. At the termination of that  
period the Empire may possibly be able  
to score runs off its own bat.

At one time it was the belief  
amongst Sydney customs men that  
every ounce of opium smuggled into  
the port came from Hongkong.  
Steamers from Hongkong were almost  
surrounded with armed guards the  
moment they stuck their stems be-  
tween the Heads of Port Jackson,  
whilst others from the sundry ports  
of the wide world were scarcely ever  
given any particular attention. Opium  
would not come on them. But de-  
spite the tremendous efforts of the  
wise men the drug still found its way  
into the State, and it was only by an  
apparent afterthought that vessels  
from America and elsewhere were  
searched for the Chinese smoker's  
delight. In fact, quite recently a tin  
of opium was discovered in the city  
which was known not to have come  
from Hongkong, and the customs  
authorities suddenly awakened to the  
fact that there were a few other places  
in the world besides this opium hotbed.  
They laid low and last month kept  
several eyes upon the "Miovera"  
from Vancouver. The cargo was  
closely watched while being disch-  
arged, an officer being present day and  
night, but nothing was seen to arouse  
suspicion. Even when the holds were  
emptied the Customs men did not aban-  
don their posts, and their vigilance  
was rewarded. A few of the men  
were engaged prosecuting their search  
in the forehold, when a number of  
apparently ill-fitting boards attracted  
attention. It was the work of a  
moment to have these up, and there  
was the object of the search lying under  
them in packages, \$20,000 worth.  
This is practically the first instance in  
which a seizure of the kind has been  
made where there were no Chinese  
concerned and, probably, after this  
Hongkong's reputation will go up  
some. It is a bit awkward to have to  
bear one's own sins without having im-  
posed upon one the sins of other  
countries.

Although China has spent an im-  
mense sum of money in sending out a com-  
mission to study foreign governmental  
systems, and the commissioners them-  
selves encountered great trouble and  
gathered much information on their  
journey, it is impossible to expect that  
the knowledge which has been acquired  
could be of any immediate use to her.  
Like many other countries, when any  
internal political change is about to take  
place, there must necessarily be some  
opposition. In a telegram which ap-  
pears in another column we are informed  
that the Princes, Dukes and Ministers  
assembled again yesterday to consider  
the constitutional question and that  
Grand Councillors Wang Wen Shao  
and Lu Ch'uan Lin obstinately refused  
to entertain any proposal for a change  
in the present system of government.  
The opposition offered by the two Grand  
Councillors is not at all unexpected.  
The two ministers are conservative to  
the backbone and would not welcome  
any change. "Old Custom" must be  
adhered to no matter what the younger  
generations strive to do, is their motto.  
It may be remembered that when China  
was first awakened from her slumber in  
the days of the notorious Kang Yu Wei,  
and hopes were entertained that some  
advance might be made towards reform-  
ing the Empire, similar opposition was  
offered by the late Hui Ying Kwai, ex-  
Viceroy of Minchi, who was of the  
Empress Dowager and Yunglu party.  
At the time Kang Yu Wei was still in  
power and through his advice an imperi-  
al edict was issued removing the  
veteran Viceroy from active service, but  
he was afterwards reinstated in office  
when the Empress Dowager assumed  
charge. Things must, of course, change  
with time. At the present moment  
Viceroy Yuan Shi Kai is the man of all  
power and although he is the Dowager's  
favourite, matters suggested by him are  
given greater consideration than was  
the case in the days of Hui Ying Kwai.  
If the Court in Peking welcomes a  
change in the governmental system and  
is supported by Viceroy Yuan Shi Kai,  
Princes, Dukes, and other Ministers,  
opposition from even the Grand Coun-  
cillors Wang Wen Shao and Lu Ch'uan  
Lin is not of much consequence. Per-  
haps, as Viceroy Chang Chi Tung said,  
China is not yet ready for a constitution,  
her people not having the education to  
warrant it being carried out with any  
hope of success.

England's commercial backwardness  
is a theme that makes certain British  
Jeremiahs in the East smack their lips.  
We notice the same sort of thing exists  
in other quarters of the globe. Major  
General Sir Alexander Tulloch, some-  
time military commandant of Victoria,  
has of late been doing a little globe-  
trotting, and for the benefit of a  
trembling nation he discloses in the  
Nineteenth Century and After (the  
gradual and systematic manner in  
which the Britisher in Brazil is cov-  
ering himself with shame and in general  
is allowing the flag and the trade of his  
country to go to the dogs. In South  
American markets the Englishman is  
being wiped out, this patriotic person  
says, and almost in the same breath—at  
all events in the same column—he  
confesses how loyally he sticks to the  
British manufacturer and helps him  
through the tight places. There is  
none of your lip-loyalty about the  
gallant Sir Alexander Tulloch. Oh,  
no! He is one of those "Britishers to  
the backbone" who sits tight on  
British trade marks and kicks to  
smithereens any others that dare to  
attempt to breathe the same air. He  
does not yell stinking fish from the  
housetops with the object of under-  
mining the national confidence. Oh,  
no! again. He believes in sticking to  
it, in his own words:—"Some fifteen  
years ago when there was a possibility  
of the manufacturers of warlike stores  
being too busy in England to supply  
what we might require in Australia I  
got our Minister for Defence in Victoria  
to try what Japan could do in making  
rifles to special patterns. We sent a  
cadet's rifle (Fauconet) and a Wilkin-  
son officer's sword. In a wonderfully  
short time we got a dozen perfectly-  
made rifles at the same price we had  
hitherto given, and a dozen swords  
quite equal to Wilkinson for £1 each,  
just one-third of our contract price for  
the same article from England." Is  
not that refreshing coming from a  
patriotic Britisher prognosticating the  
nation's commercial eclipse? We can  
almost imagine the major dexterously  
slipping on a monocle and ejaculating  
"Eh, what!" but such an "Eh what!"  
that usually follows upon the pro-  
nouncement of some clever and sagacious  
piece of dealing. Placing aside the  
commercial point of view this was a  
deplorable act of stupidity from a mili-  
tary aspect. Fifteen years ago was a  
period when an alliance with Japan  
was a thing undreamt of in Britain,  
and when it was more likely that Japan  
would be an enemy instead of a friend,  
yet this wise military man sends to Japan  
for weapons of warfare—gives Japan  
patterns and places in her hands the  
power to defeat us by manufacturing  
rotten implements! Commercially the  
act was as egregiously asinine because  
it gave Japan a means of cutting the  
Britisher's commercial throat, a thing  
that, now it is being accomplished, one of  
the chief riders and abettors shrieks at  
our commercial men for allowing. But  
not only did this masterly Major-General  
help on the commercial downfall of which  
he now writes but he still precipitates  
it whilst living in England by getting  
his boots by parcel post from Yokohama,  
"because," he says, "they are half the  
price of the English made articles." This  
is the type of man who has the  
audacity to cry out about a decline in  
British trade, and who is assisted by  
the Nineteenth Century to decry our  
manufactures. Is it any wonder the  
British pioneer gets heartily sick of some  
of his countrymen?

Hongkong Railway Station.  
Twenty-six Chinese boat people from  
Hunghom were summoned, at the Magis-  
tracy, this morning, for trespassing on  
crown foreshores at Hunghom Bay. It  
appears that part of the foreshores at  
Hunghom are to be filled in in connection  
with the railway station which is to be built  
in the vicinity and the presence of the sam-  
pans and other craft retard the progress of  
the work. Warnings and notices have been  
disregarded by the boat people so a number  
were arrested and brought before the court.  
They were discharged with a caution.

# SMALL BOY (in druggist's shop) "A saddle

pooster, a double stool and." Druggist—  
"Who is it for? Is it for a man?" Small  
Boy—"No." Druggist—"Is it for a wo-

man?" Small Boy—"No." Druggist—  
"Who's going to take it?" Small Boy—"A  
bobby."

# A RELIABLE REMEDY FOR DYSEN-

TERY AND DIARRHOEA.

As the season is at hand when diarrhoea  
and dysentery are prevalent, a reli-  
able remedy should always be kept in the  
house for immediate use. The success of  
Chamberlain's Colic, Cholera and Diarrhoea  
Remedy in the treatment of bowel trouble,  
has brought it into almost universal use  
and the following letter indicates it is giving  
satisfaction in South Africa. Mr J. H.  
Morris, Chemist at George, Cape Colony,  
says: "I have stocked Chamberlain's  
Remedies for some years and find them  
thoroughly reliable, and in all cases answer-  
ing the purpose for which they are intend-  
ed." For sale by all chemists and store-  
keepers.

# LOCAL AND COAST NEWS.

Mr Hyndman Jones, Chief Justice of  
Singapore, took his seat on the bench on  
August 23. He received congratulations  
from the acting Attorney General on behalf  
of the Bar.

It is stated that the sake brewed in  
Japan last year amounted to four million  
koku. Taking the price per koku to be  
sixty yen the total value is two hundred  
and forty million yen. The value of beer,  
etc., manufactured in Japan amounts to  
about sixty million yen. This is interest-  
ing in view of the proposal of the Govern-  
ment to monopolise the industry.

The Scotsman (Edinburgh) has recent-  
ly moved into new buildings in North  
Bridge Street, and from the excellent  
photographs in a booklet which we have  
received from them, the offices well merit  
the claim of being the largest and most  
magnificent establishment devoted to the  
production of newspapers. The block is  
an imposing one, while the interior is  
extremely well appointed.

# Japanese Loans.

It is reported from Tokyo that Mr  
Takahashi, Vice-President of the Bank of  
Japan, will leave Yokohama for America on  
Sept. 8. It is understood that after con-  
sulting with New York capitalists he will  
proceed to London. Mr Takahashi's prin-  
cipal business abroad is understood to be  
connected with the raising of a loan for the  
South Manchuria Railway and the issue of  
the remainder of the consolidation loan.

# "The New Weekly."

To-morrow's number of "The New  
Weekly" will be found full of interest. As  
will be seen from the announcement on page  
8 there is a very varied literary menu  
provided for the readers of "The New Week-  
ly," and it will be remarked that there are  
several competitions which will provide  
profitable entertainment for leisure hours.  
The price per copy is 30 cents, but sub-  
scribers can have the paper delivered at  
their homes or offices for a sum which  
works out to less than 20 cents per copy.

# Bobbing The Public.

A somewhat unfortunate defence was  
put up by Chinaman who was charged, at  
the Magistracy, this morning, for having  
scales that were unjust to the purchaser.  
Inspector Withers stated that the scales  
were unjust to the extent of five per cent  
and the defendant promptly replied, in an  
injured tone, that he had been using them  
for many years. "Then all that I can say  
(said Mr Hazland) is that you have been  
making a lot of money out of the public  
during that time. You will pay a fine of  
\$100." A poultry dealer from the Western  
Market was also ordered to pay a similar  
fine for having unjust scales at his stall.

# The Amur and Sungari.

We learn from a St. Petersburg tele-  
gram of August 18, which has been com-  
municated to us by the Osaka Mainichi,  
says the Kobe Herald, that in the course of  
negotiations concerning the Russo-  
Japanese Commercial Treaty, Mr Motono,  
Japanese Minister, at St. Petersburg,  
claimed that the rivers Amur and Sungari  
should be thrown open to international  
trade. On the 17th, the Novoe Vremya  
published an announcement of Mr Mo-  
tono's request, together with an editorial  
article opposing the claim. The journal  
states that if the rivers are thrown open  
to international commerce, the Japanese  
are sure to drive out Russian shipping  
owing to their low freight rates and their  
extraordinary business ability, and will  
thus pour their goods into Manchuria and  
the Maritime Province.

# Hongkong's Industries.

Indian Engineering thus refers to the  
local industries in Hongkong:—"A good  
demand for refined sugar in China results  
in a profitable business for the two re-  
fineries in Hongkong. The cotton spin-  
ning industry of the Colony worked under  
very satisfactory conditions during the  
whole of 1905. The increased demand for  
cement from the "Green Island" Com-  
pany's factory at Hok On necessitated the  
raising of further capital and the provision  
of new plant to increase the output from  
150 to 240 tons a day. The rope factory at  
Kennedy Town did good business, but  
was not working to its full output of  
20,000 lbs. a day throughout the year.  
Forty-three steam launches and other  
vessels with an aggregate tonnage of 9,695  
were built during the year. A new  
industry under European direction—that  
of silvering mirrors—was started at Cause-  
way Bay."

# OVERHEARD on a returning boat train from

Gourock. Old gent, in corner, after read-  
ing from paper—"This seems a sore busi-  
ness about Bambasta's head." Working  
Chap (needing some ice in his cap)—  
"What? Has he been at Rothsay, too?"

# Mr William Onions ("Spring Onions")

visited the shrine of Shikarepa, and com-  
posed the following couplet on that sacred  
spot:—  
And so, old bard, 'tis thus we meet—  
Shikarepa's dust beneath Spring Onions' feet.

# BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children  
are subject to disorders of the bowels  
which should receive careful attention as  
the first unnatural looseness of the  
bowels appears. The best tried cure in use  
for bowel complaint is Chamberlain's  
Colic, Cholera and Diarrhoea Remedy, as it  
promptly controls any unnatural looseness  
of the bowels, whether it be in a child or  
an adult. For sale by all chemists and  
storekeepers.







## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY

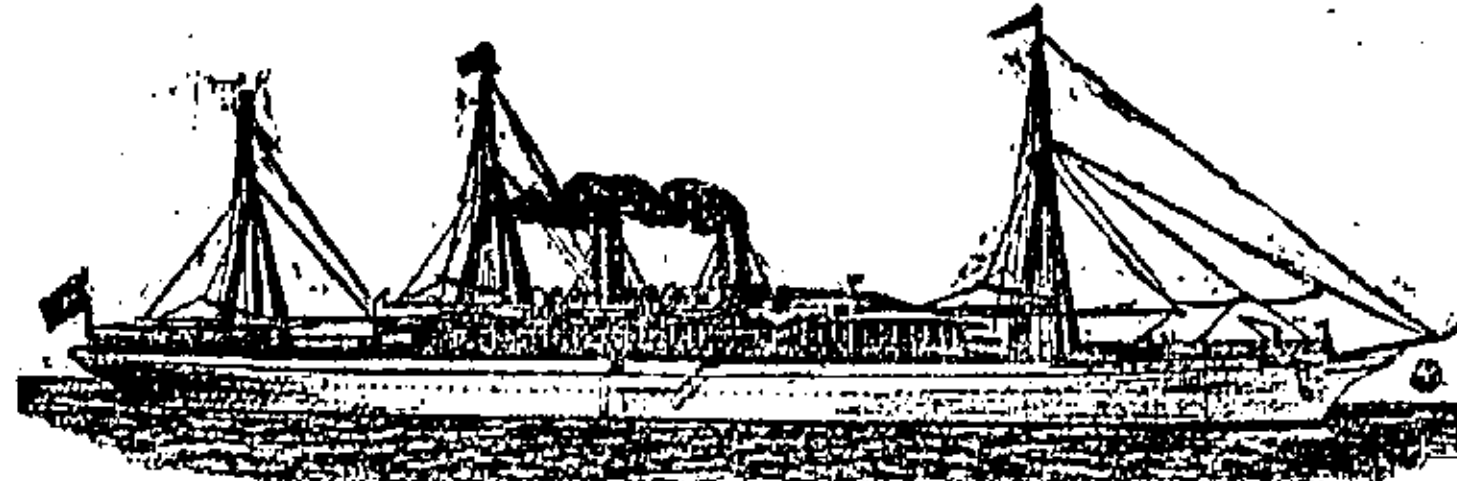
WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

FOR	STEAMERS	TO SAIL ON	REMARKS
YOKOHAMA, via SHANGHAI, MANILA	.....	About 2nd September	Freight and Passage.
YOKOHAMA, via SHANGHAI, MANILA	.....	About 8th September	Freight and Passage.
SHANGHAI	DEVANHA	.....	Freight and Passage.
LONDON, &c.	MALTA	Noon, 8th September	See Special Advertisement
LONDON and ANTWERP	JAVA	About 12th September	Freight and Passage.

P. &amp; O. S. N. Co.'s Office.

E. A. HEWETT, Superintendent

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## LUXURY-SPEED-PUNCTUALITY.

The only line that maintains a Regular Schedule of 11 Days across the Pacific to the EMPRESS LINE, saving 5 to 10 Days Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. ATHENIAN	3882 Tons, Wednesday, Sept. 12, 1906, 6.
EMPEROR OF JAPAN	6000 Tons, Thursday, Sept. 27, 1906, 15.
MONTEAGLE	6163 Tons, Wednesday, Oct. 3, 1906, 27.
EMPEROR OF CHINA	6000 Tons, Thursday, Oct. 25, 1906, 12.
EMPEROR OF INDIA	6163 Tons, Wednesday, Oct. 31, 1906, 24.

THE quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Empress, and at Quebec with the Company's new palatial "EMPEROR" Steamship, 14,000 tons, for the through transit to Liverpool being 22 1/2 days from Yokohama and 29 1/2 days from Hongkong.

For further information, apply to the Agents, Messrs. G. de Champeaux, 15, Rue de la Paix, Paris, or to the Agents, Messrs. G. de Champeaux, 15, Rue de la Paix, Paris, or to the Agents, Messrs. G. de Champeaux, 15, Rue de la Paix, Paris.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SHANGHAI, PENANG, COLOMBO and PORT SAID.	HAJATA MARU, Tons 6,156, Capt. T. Murai	WEDNESDAY, 5th Sept., at Daylight.
	SADO MARU, Tons 6,227, Capt. Geo. Anderson	WEDNESDAY, 19th Sept., at Daylight.
	BINGO MARU, Tons 6,243	WEDNESDAY, 3rd Oct., at Daylight.
VICTORIA, B.O., and SEATTLE, WASH., via KEELUNG, SHANGHAI, KOBE and YOKOHAMA.	SHINANO MARU, Tons 6,388, Capt. N. Ohno	MONDAY, 17th Sept., at 4 p.m.
	AKI MARU, Tons 6,444, Capt. M. Yagi	MONDAY, 18th Oct., at 4 p.m.

SYDNEY and MELBOURNE, via MANILA, THURSDAY, 5th Sept., at Noon.

DAY ISLAND, TOWNS, KUMANO MARU, SATURDAY, 29th Sept., at Noon.

VILLE and BRISBANE, Tons 5,078, Capt. Hunter, Sept., at Noon.

NAGASAKI, KOBE and KUMANO MARU, WEDNESDAY, 5th Sept., at Noon.

BANGKOK, via SWATOW, PROMETHEUS, SATURDAY, 1st Sept., at 3 p.m.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

A. S. MIHARA, Manager.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

## MINNESOTA - DAKOTA

28,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG and SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA'	Captain J. H. RINDER	On FRIDAY, 7th Sept., at Noon.
'DAKOTA'	Captain E. FRANCO	On TUESDAY, 10th October, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For further information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

## Shipping.

## OCEAN STEAM SHIP COMPANY, LIMITED

## CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	MACHON	2nd September.
GLASGOW and LIVERPOOL	TRENKAI	6th "
GLASGOW and LIVERPOOL	MOTUNE	13th "
GLASGOW and LIVERPOOL	AGAMENON	13th "
GLASGOW and LIVERPOOL	ALCIBIAS	20th "
GLASGOW and LIVERPOOL	MENELAUS	27th "
GLASGOW and LIVERPOOL	NINGGOW	27th "

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	DIOMEDE	11th September.
GENOA, MARSEILLES & LIVERPOOL	PELEUS	20th "
LONDON, AMSTERDAM & ANTWERP	CYCLOPS	25th "
HAVER, ROTTERDAM & LIVERPOOL	KINTOK	3rd "

Taking Cargo for Liverpool at London Rates. Via Bangkok.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO.

TAKING CARGO ON THROUGH BILLS OF LADING TO ALL EUROPEAN AND COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	NIRCHOW	9th September.

## WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	SEMPER	5th September.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

## CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
TSINGTAO, CHEFOO & NEWCHOW	KASHING	1st September.
AMOI & SHANGHAI	TIENSHIN	4th September.
MANILA	TAMING	4th September.
SHANGHAI	KHEILANG	5th September.
CHEFOO & NEWCHOW	KWITANG	6th September.
TIENSHIN	HUICHOW	7th September.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA	5th October.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

## HONGKONG-MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships. Electric Light—Furthest. Cuisine—Superior. and Stowage—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	2540	R. Rodger	Manila	SATURDAY, 1st September, at 12 o'clock Noon.
RUBI	2540	R. Almond	Manila	8th September, at 12 o'clock Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.



FOR NEW YORK, via PORTS AND SUEZ CANAL. (With Liberty to Call at the MALABAR COAST).

S.S. SOUTH AMERICA, About 10th October, 1906.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

## THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to call at MALABAR COAST).

THE Steamship FOXLEY.

Captain BURCHARD will be despatched for the above ports on or about SATURDAY, the 8th September.

For Freight, apply to ARNOLD, KARBURG &amp; Co., Agents.

Hongkong, August 31, 1906.

## 'SHIRE' LINE STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship RADNORSHIRE.

will be despatched for the above ports on or about THURSDAY, the 20th September, 1906.

For Freight &amp; Passage, apply to SHEWAN, TOMES &amp; CO., Agents.

Hongkong, August 31, 1906.

## Shipping.

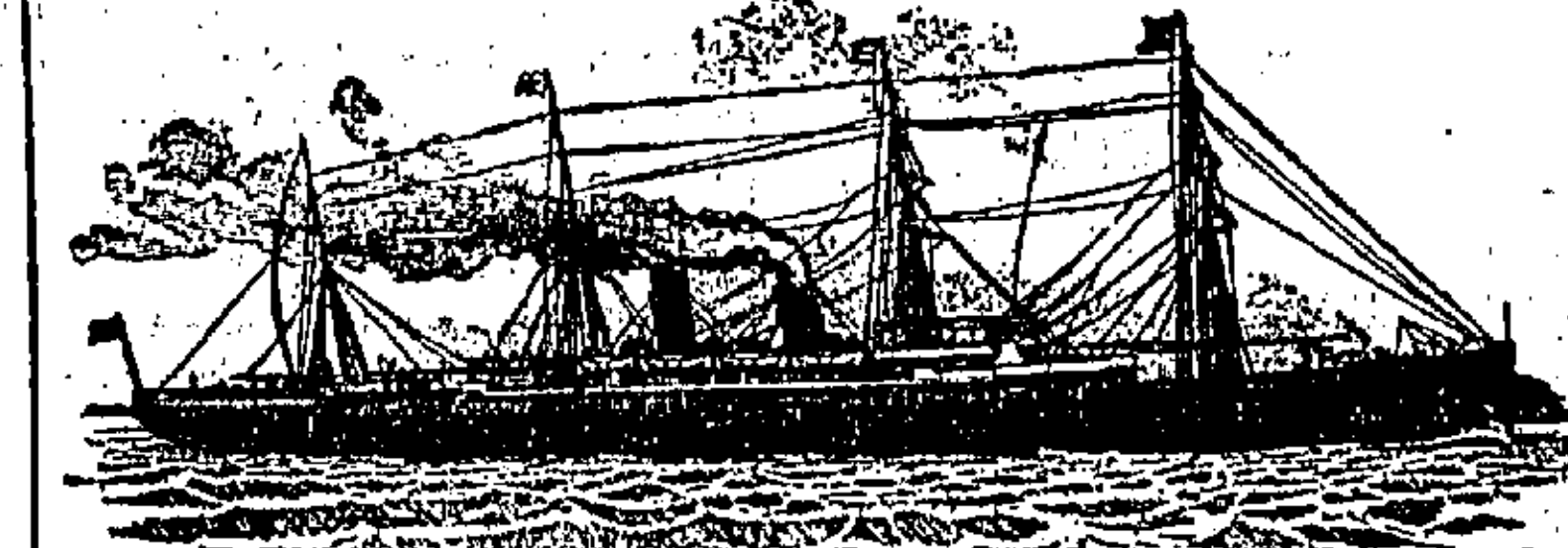
## PACIFIC MAIL S.S. CO.

## OCCIDENTAL AND ORIENTAL S.S. CO.

## TOYO KISEN KAISHA.

## U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



## SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the Pacific, via HONOLULU, on OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

* NIPPON MARU	11,000 Gross Tons	TUESDAY, 4th Sept., at Noon.
* DORIC	9,500 "	FRIDAY, 14th Sept., at Noon.
* COPTIC	9,400 "	SATURDAY, 22nd Sept., at Noon.
* HONGKONG MARU	11,000 "	TUESDAY, 2nd Oct., at Noon.
* KOREA	15,000 "	FRIDAY, 12th Oct., at Noon.
* AMERICA MARU	11,000 "	TUESDAY, 23rd Oct., at Noon.
* SIBERIA	18,000 "	TUESDAY, 30th Oct., at Noon.
* CHINA	16,200 "	TUESDAY, 6th Nov., at Noon.
* MONGOLIA	27,000 "	TUESDAY, 13th Nov., at Noon.

\* Twin Screws.

## RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons. September 18-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE T. K. K. Steamship NIPPON MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 4th September, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, KOBE &amp; YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP, TONS, CAPTAIN, TO SAIL ON.

NICOEDIA 4370 G. MEISNER Sept. 16, at Daylight.

WOMANTIA 4370 FELDTHAN Oct. 9, at Daylight.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

SHANGHAI, CHOYSANG, SATURDAY, Sept. 1, Daylight.

TIENSHIN, VIA SWATOW, CHEONGSHING, SUNDAY, Sept. 2, Daylight.

SINGAPORE, PENANG, NANSANG, TUESDAY, Sept. 3, at 3 p.m.

CALCUTTA

These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., General Managers.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

KOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail.
* OLEADES	3753	F. G. Purington	20th September.
* VRA	4417	G. V. Williams	29th September.
* SHAWMUT	3608	E. V. Roberts	24th October.

\* Cargo only.

TEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND OUTSIDE ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The Twin-screw s.s. Shawmut and Fremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures speediness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

\* PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information Apply to

Dodwell &amp; Co., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS

## Shipping.

## EASTERN &amp; AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at THOS. PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship EASTERN.

Captain POWELL will be despatched as above on SATURDAY, the 1st September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

A Stowage and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fixed in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, August 2, 1906.

155

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship SALAZAR.

Captain AILLARD will be despatched for the above ports on or about MONDAY, the 3rd September.

G. DE CHAMPEAUX, Agent.

Hongkong, August 27, 1906.

1690

## MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, FOYT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship CALEDONIAN.

Captain GREGORY will be despatched for MARSEILLES on TUESDAY, the 4th September, 1906, at 1 p.m.

Passenger Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. POLYMERIE, Sept. 18, 1906.

S.S. SALAZAR, Sept. 2, 1906.

S.S. OCEANIE, Oct. 16, 1906.

G. DE CHAMPEAUX, Agent.

Hongkong, August 22, 1906.

1673

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERALIA, CULPIN, CON-TINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship MALTA, Captain R. A. PETERS, carrying His Majesty's Mails, will be despatched from this port on SATURDAY, the 3rd September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Macedonia, 5,522 tons, from Colombo. Passengers' accommodation in which vessel is accorded before departure from Hongkong.

Silk and Valuable, all Cargo for France, and the for London (under arrangement) will be transhipped to the S.S. Macedonia, 5,522 tons, from Colombo. Passengers' accommodation in which vessel is accorded before departure from Hongkong.

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S.S. Macedonia



## Shipping.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	MARSEILLES (Brindisi)	PLYMOUTH
Colombo		MARSEILLES & LONDON (2 days earlier)		1 day later
MALTA	Sept. 1	MASSALUJA	Sept. 1	Sept. 1
DEVANHA	Sept. 8	MASSALUJA	Sept. 8	Sept. 8
OCEANA	Sept. 15	MASSALUJA	Sept. 15	Sept. 15
DELHI	Sept. 22	MASSALUJA	Sept. 22	Sept. 22
SIMLA	Sept. 29	MASSALUJA	Sept. 29	Sept. 29
DELTA	Oct. 6	MASSALUJA	Oct. 6	Oct. 6
MALTA	Oct. 13	MASSALUJA	Oct. 13	Oct. 13
DEVANHA	Oct. 20	MASSALUJA	Oct. 20	Oct. 20
DELHI	Oct. 27	MASSALUJA	Oct. 27	Oct. 27
ARCADIA	Nov. 3	MASSALUJA	Nov. 3	Nov. 3

\* The "Oceana" proceeds through, and takes passengers for MARSEILLES and LONDON without transshipment.

\* Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.

\* For information to the connecting steamer from Colombo is arranged in Hongkong at time of booking.

\* Attention to the above Mail Steamers is the following:

INTERMEDIATE (Non-Transshipment) STEAMERS

## LONDON,

CARRYING PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
to	HONGKONG	
JAVA	Sept. 12	Sept. 12
MANILA	Sept. 19	Sept. 19
NILE	Sept. 26	Sept. 26
CEYLON	Oct. 3	Oct. 3
SUMATRA	Oct. 10	Oct. 10
NAMUR	Oct. 17	Oct. 17
NURIA	Oct. 24	Oct. 24

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

\* Carry only First Class Passengers.

\* 1st and 2nd Cabin Passengers.

F. A. HEWETT, Superintendent.

## HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE

## HOMELINE.

## OUTWARD.

Steamers	Destination	To Sail
SUEVIA	YOKOHAMA & KOBE	6th Sept.
SEGROVIA	YOKOHAMA & KOBE	13th Sept.
BRISGAVIA	YOKOHAMA & KOBE	20th Sept.
HABSBURG	YOKOHAMA & KOBE	27th Sept.
SITHONIA	YOKOHAMA & KOBE	4th Oct.
C. FERD. LIEBIG	YOKOHAMA & KOBE	11th Oct.

## HOMEBWARD.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, GLOUCESTER, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT: PLYMOUTH and BRISTOL: NORTH and SOUTH AMERICAN PORTS), also via ALGER and PORT SAID by the "ARABIC PERSIAN SERVICE" to ALEXANDRIA and PERMAN GULF PORTS.

Steamers	Destination	To Sail
SILESIA	NAPLES, HAVRE, BREMEN & HAMBURG	6th Sept.
HELVAT A	HAVRE & HAMBURG	13th Sept.
SCANDIA	NAPLES, HAVRE, BREMEN & HAMBURG	20th Sept.
LIBERIA	HAVRE & HAMBURG	27th Sept.
SENTEGAMBIA	NAPLES, HAVRE, BREMEN & HAMBURG	4th Oct.
SEGROVIA	HAVRE, BREMEN & HAMBURG	11th Oct.
HABSBURG	NAPLES, HAVRE & HAMBURG	18th Oct.
C. FERD. LIEBIG	NAPLES, HAVRE & HAMBURG	25th Oct.

\* Special attention of intending Passengers is drawn to the splendid accommodation on these steamers. Saloon and cabins amply lighted throughout by electricity, duly qualified Doctor and Stewardess on board.

## COAST SERVICE.

STEAMERS	Destination	To Sail
DAPHNE	TSINGTAU, NAGASAKI AND YOKOHAMA	3rd September.
KOWLOON	SHANGHAI AND CHINKIANG	To follow.

For Freight and Passage, apply to  
For Steamer of the Coast Service marked 1 to  
SIEMSEN & CO. HONGKONG OFFICE.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSAPROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

STEAMERS	Destination	To Sail
MASAN MARU	TAMU, Via SWATOW AND AMOY	SUNDAY, Sept. 2, at 10 a.m.
AKASHI MARU	AMOY, Via SWATOW AND AMOY	WEDNESDAY, Sept. 5, at Noon.
SOSU MARU	SHANGHAI, Via SWATOW AND AMOY	THURSDAY, Sept. 6, at Noon.

These Steamers have excellent Accommodation for First and Second-class Passengers and are fitted throughout with Electric Light. First-class Saloon Amidehips Curved Table.

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager.

## Shipping.

IMPERIAL  
GERMAN  
MAIL  
LINES.

NORDDEUTSCHER LLOYD—BREMEN.

## EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID,

NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND  
PASSENGERS AND LOGGAGE.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH  
AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES, 1906.
SACHSEN	WEDNESDAY, 12th Sept.
PRINZ HEINRICH	WEDNESDAY, 26th Sept.
GRINSENAU	WEDNESDAY, 10th Oct.
PRINZ LUDWIG	WEDNESDAY, 24th Oct.
PRINZESS ALICE	WEDNESDAY, 7th Nov.
RODOLPH	WEDNESDAY, 21st Nov.
BURLOW	WEDNESDAY, 5th Dec.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th Dec.
PRINZ KITTEL FRIEDRICH	WEDNESDAY, 2nd Jan.

ON WEDNESDAY, the 12th day of September, 1906, at Noon, the Steamship SACHSEN, Captain PRETZEN, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port for Naples, Genoa and Bremen.

Shipping Orders will be granted till Noon, on Monday, the 18th September. Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 19th September, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 19th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs., and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

TO	1st Class	2nd Class	3rd Class
To Naples, Genoa and Gibraltar	61. 0. 0.	42. 0. 0.	22. 0. 0.
To Southampton, London, Bremen and Hamburg	65. 0. 0.	44. 0. 0.	24. 0. 0.
To New York, via Suez	97. 0. 0.	66. 0. 0.	36. 0. 0.
To New York, Genoa or Gibraltar	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	116. 0. 0.	79. 0. 0.	47. 0. 0.
Via Bremen or Southampton	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,

HERBERTSHOF, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—

STEAMERS	SAILING DATES, 1906.
PRINZ WALDEMAR	3227 tons, TUESDAY, 18th Sept.
PRINZ SIGISMUND	3302 tons, TUESDAY, 16th Oct.
WILHELM	4763 tons, TUESDAY, 18th Nov.

ON TUESDAY, the 18th day of September, at Noon, the STEAMSHIP PRINZ WALDEMAR, Captain WATZMAN, with Mails, Passengers, and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

TO	1st Class	2nd Class	3rd Class
To MANILA	\$50.00	\$30.00	\$20.00
To NEW GUINEA	\$28.00	\$18.10	\$14.00
To BRISBANE	\$28.00	\$18.10	\$14.00
To SYDNEY	\$28.00	\$18.10	\$14.00
To MELBOURNE	\$28.00	\$18.10	\$14.00
To YOKOHAMA	\$24.10	\$14.10	\$10.00
To KOBE	\$24.10	\$14.10	\$10.00
To YOKOHAMA & back from KOBE to HONGKONG	\$80.00	\$60.00	\$40.00
To YOKOHAMA & back from KOBE to HONGKONG	\$80.00	\$60.00	\$40.00

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG

To Europe via Australia and Colombo by Imperial

To Europe via Australia and America

(from Australia to New York via Vancouver by the O. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

## SAILINGS OUTWARDS.

FOR STRAITS—ABOUT 1906.

STEAMERS	ABOUT 1906.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	WEDNESDAY, Sept. 12.
Do	WEDNESDAY, Sept. 26.
YOKOHAMA, KOBE, PRINZ LUDWIG	WEDNESDAY, Sept. 28.

\* Reaching Yokohama in less than 6 Days.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG,

via Vancouver or San Francisco to NEW YORK by the O. P. R. Co.'s steamers, P. M. S. Co., O. & S. S. Co., T. K. R. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

TO	1st Class
to London via Plymouth or Southampton	\$22. 0. 0.
to Bremen	\$22. 0. 0.
to Paris via Cherbourg	\$22. 0. 0.
to Naples, Genoa, via Gibraltar	\$22. 0. 0.

Norddeutscher Lloyd.

For further Particulars, apply to

MELOCHERS &amp; CO., Agents.

## WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departures of each English and French Mail Steamer to Europe.

FULL REPORTS AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

\$17 per Annum (including Postage). CHINA MAIL OFFICE, 6, WYNDHAM STREET, HONGKONG.

## THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the "China Mail."

Price Fifty Cents.

To be had at the "China Mail Office" 6, Wyndham Street.

THE OLD-FASHIONED  
HIGHWAYMAN.

An extraordinary case of the adoption of the methods of the old-fashioned highwayman to modern means of locomotion occurred recently at Berlin. The family of a high official in the Prussian Ministry of Finance, consisting of the wife, two sons, aged 13 and 11 respectively, the daughter aged 5, and the governess, took the midnight train for Nordenau, a fashionable watering-place on the North Sea. They were the only occupants of a first-class carriage, and after dinner the shade over the lamp settled themselves down to sleep. As the journey would occupy almost 12 hours, the first stop was at Rathenow. About 1 o'clock in the morning, the lady was startled to see the carriage door open, and a man in traditional brigand's disguise, enter the compartment. The visitor was enveloped in a long, flowing cape, his face was blackened, he wore a mask which left only his bright eyes visible, and he calmly removed the shade from the lamp, and pointing his revolver at the lady said, "Your money, or I shoot."

In her terror she gave him three new 100-mark notes, but the highwayman evidently seeing that the lady had more in her purse, added, "That's not enough. You have more. Give it me or I shoot." The lady thereupon handed over four more notes, all the money in her possession. The robber then turned to the governess, and by the same means obtained nine marks, and compelled even the boys to empty their purses of two or three marks pocket-money. Stating that he was no robber, but committed this act through compulsion, the man stepped out on to the foot board with the same nonchalant air that had characterized all his movements. On his departure the lady pulled the alarm brake and brought the train to a standstill, but the brigand had got safely away, evidently into the woods through which the train was passing.

## Shipping.

## REGULAR

## STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast

Proposed SAILINGS FROM HONGKONG.

STEAMERS TO SAIL 1906.

ATHOLL.....About Sept. 11

BEROLL.....About Oct. 2

For Freight and further information, apply to

DODWELL &amp; CO., LTD., Agents.

## Dentistry.

DR. HARRY FONG, AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved

51, QUEEN'S ROAD CENTRAL 1879

Dr M. H. CHAUN,

THE Latest Method of the AMERICAN SYSTEM OF DENTISTRY.

37, DES VOUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A. 1388

S I E N T I N G, Surgeon Dentist.

No. 14, D'AGUIAR STREET

TERMS VERY MODERATE

Consultation Free. 628

## Hotels.

## KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hôte at Separate Tables.

Telegraphic Address: "VICTORIA," Hongkong

For terms, &amp;c., apply to the MANAGER. 182

## VICTORIA HOTEL,

SHAMKIN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL

MACAO, CHINA

In the Centre of Praia Grand.

BOTH Hotels under Experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

Moderate Charges.

J. W. OSBORNE, Proprietor and Manager. 182

## THE BEST BILLIARD TABLES

IN THE COLONY ARE AT

THE KOWLOON HOTEL,

CABLE ADDRESS "CHEF KOWLOON."

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.

Moderate Charges.

J. W. OSBORNE, Proprietor and Manager. 182

## ZETLAND HOUSE

10, QUEEN'S ROAD CENTRAL

NEARLY OPPOSITE HONGKONG HOTEL.

TICE House, Elegantly Furnished Rooms, Excellent Board and Residence.

Very moderate prices. Entirely redecorated and renovated. New management.

under Mrs. WHITE, Proprietress.

Hongkong, August 14, 1906. 182

## Banks.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND—Sterling Reserve, \$10,000,000

Silver Reserve ... 10,250,000

RESERVE LIABILITY OF PROPRIETORS ... \$10,000,000

COURT OF DIRECTORS:—A. HAUPT, Esq., Chairman.

G. H. MEINHART, Esq., Deputy Chairman.

R. GOSSET, Esq., Hon. Secy.

Hon. Mr. W. J. GREGG, Esq., Hon. Secy.

C. R. LEHMANN, Esq., Hon. Secy.

D. M. NISMAN, Esq., Hon. Secy.

H. E. TOMKINS, Esq., Hon. Secy.

ACTING CHIEF MANAGER:—HONGKONG—H. E. R. HUNTER.

SHANGHAI—W. ADAMS GRAM.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months 2½ per cent. per annum.

" 6 " 3 " " "

" 12 " 4 " " "

H. E. R. HUNTER, Acting Chief Manager.

Hongkong, August 20, 1906. 68

## HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

RATES may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation, H. E. R. HUNTER, Acting Chief Manager.

Hongkong, May 30, 1906. 1617

## THE MERCHANT BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000

SUBSCRIBED.....£1,125,000

PAID UP.....£662,500

RESERVE FUND.....£135,000

LONDON JOINT STOCK BANK, LIMITED.



